

**SURFACE TRANSPORTATION BOARD****WASHINGTON, DC 20423****ENVIRONMENTAL ASSESSMENT****STB DOCKET NO. AB-838****East St. Louis Junction Railroad Company - Adverse Abandonment - In St. Claire  
County, IL****STB DOCKET NO. AB-33 (Sub-No. 199)****Union Pacific Railroad Company - Adverse Discontinuance - in St. Claire County, IL****BACKGROUND**

In this proceeding, the Illinois Department of Transportation (IDOT) filed an application under 49 U.S.C. 10903 seeking the adverse abandonment of the East St. Louis Junction Railroad Company's (ESLJ) line of railroad between Milepost 0.0 and Milepost 1.16, plus 6.40 miles of switch track and 0.34 mile of spur track, a total of 7.90 miles of track, in the National Stockyards in St. Claire County, Illinois (IL). IDOT also seeks an adverse discontinuance of rail service over the subject property provided by ESLJ's lessee, the Union Pacific Railroad Company (UP). A map depicting the rail line in relationship to the area served is appended to this report.

According to IDOT, appreciable portions of the land underlying the rail line proposed for abandonment and discontinuance are required for the construction of a relocated Illinois Route 3, and the construction of a connection from Interstate Highway 64 to a proposed New Mississippi River Bridge and relocated Interstate Highway 70.

**DESCRIPTION OF THE LINE**

The rail line is located in St. Claire County, IL. Land use in the vicinity of the ROW is urban and industrial in nature. The subject rail line was formerly owned by the St. Louis National Stockyard Company. The stockyards were operated as a public livestock market beginning in 1873. According to IDOT, there are no structures on the line that are 50 years of age or older. IDOT is also unaware of any archeological resources or any previously unknown historic properties in the area.

According to IDOT, there are three rail shippers on the subject rail line: Darling International, Sperry Rail Services, and St. Louis Auto Shredding, Inc. Darling International, a renderer of animal

fats, receives approximately ten carloads of freight and ships 175 carloads annually. Sperry Rail Service, a provider of track testing equipment for railroads, ships no freight, but receives and moves about ten of its test cars annually. St. Louis Auto Shredding, Inc., a dealer and recycler of ferrous and nonferrous metals, receives approximately 2,400 carloads of freight and ships approximately 600 carloads annually. IDOT states that each shipper would continue to receive railroad service if the proposed abandonment occurs. Darling International would receive future rail service from UP or its agent. Sperry Rail Service and St. Louis Auto Shredding, Inc. would receive future rail service from Norfolk Southern Railway Company (NS).

## **ENVIRONMENTAL REVIEW**

IDOT submitted environmental and historical reports that indicate that the quality of the human environment would not be affected significantly as a result of the abandonment or any post-abandonment activities. IDOT served these reports on a number of appropriate Federal, state, and local agencies as required by the Surface Transportation Board's (Board) environmental rules [49 CFR 1105.7(b)]. The Board's Section of Environmental Analysis (SEA) reviewed and investigated the record in this proceeding.

The U.S. Department of Agriculture, Natural Resources Conservation Service - State Conservationist (formerly the Soil Conservation Service) stated that it had no comments on the proposed abandonment.

The U.S. Army Corps of Engineers - St. Louis District concluded that the proposed abandonment, as outlined by IDOT, would not involve the discharge of dredged or fill material in waters of the United States, including wetlands. Therefore, a Department of the Army permit under Section 404 of the Clean Water Act (33 U.S.C. 1344) would not be required.

The U.S. Fish and Wildlife Service stated that it did not have any concerns regarding real estate matters, but had not yet commented on potential impacts to threatened and endangered species at the time this environmental assessment was prepared.

Mr. Newton Ellins of the U.S. Environmental Protection Agency (USEPA) informed IDOT during a telephone conversation that USEPA had no concerns about the proposed abandonment. By letter, the IL Environmental Protection Agency stated that it had no objections to the project as long as all required permits are obtained.

Because the three existing shippers on the subject rail line would continue to have rail service, the proposed abandonment would not be expected to impact the development, use and transportation

of energy resources or recyclable commodities, or result in the diversion of rail traffic to truck traffic that could result in impacts to air quality or the local transportation network.

The IL Historic Preservation Agency (the State Historic Preservation Office or SHPO) informed IDOT that no historic properties would be affected by the proposed abandonment, and that it had no objections to the project.

## **CONDITIONS**

We recommend no environmental conditions be placed on any decision granting abandonment and discontinuance authority.

## **CONCLUSIONS**

Based on the information provided from all sources to date, we conclude that, as currently proposed, abandonment of the line would not significantly affect the quality of the human environment. Therefore, the environmental impact statement process is unnecessary.

Alternatives to the proposed abandonment would include denial (and, therefore, no change in operations), discontinuance of service without abandonment and continued operation by another operator. In any of these cases, the existing quality of the human environment and energy consumption should not be affected.

## **PUBLIC USE**

Because IDOT intends to convert the property underlying the subject rail line to highway purposes, conflicting public use requests in this proceeding are not appropriate.

## **TRAILS USE**

Because IDOT intends to convert the property underlying the subject rail line to highway purposes, conflicting requests for a notice interim trail use in this proceeding are not appropriate.

## **PUBLIC ASSISTANCE**

The Board's Office of Public Services (OPS) responds to questions regarding interim trail use, public use, and other reuse alternatives. You may contact OPS directly at 202-565-1592 or mail inquiries to the Surface Transportation Board, Office of Public Services, Washington, DC 20423.

### **ENVIRONMENTAL COMMENTS**

If you wish to file comments regarding this environmental assessment, send an **original and two copies** to Surface Transportation Board, Case Control Unit, Washington, DC 20423, to the attention of David Navecky, who prepared this environmental assessment. **Please refer to STB Docket No. AB-838 in all correspondence addressed to the Board. Questions regarding this environmental assessment should be referred to David Navecky at 202-565-1593 (naveckyd@stb.dot.gov).**

Date made available to the public: September 22, 2003

Comment due date: **October 22, 2003**

By the Board, Victoria Rutson, Chief, Section of Environmental Analysis.

Vernon A. Williams  
Secretary

Attachment

ENVIRONMENTAL ASSESSMENT

STB Docket No. AB-838  
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STB Docket No. AB-33 (Sub-No. 199)  
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Decision ID No. 34022

